Community Impact Assessment

Clearlake Oaks Safe Routes to Schools and Community Development Block Grant Sidewalk Project

Clearlake Oaks, California

April 2014

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Approved by Caltrans

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Signature and date

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1.0 Introduction

The Lake County Department of Public Works proposes sidewalks, bike lanes, street lighting, and other safety improvements to the pedestrian and bicycle facilities along State Highway 20 through Clearlake Oaks (Figure 1).

1.1 Study Purpose

The purpose of this Community Impact Assessment is to describe the existing socioeconomic and demographic setting of the project area and to evaluate potential community and neighborhood impacts related to the proposed Clearlake Oaks Safe Routes to School (SRTS) Project and Community Development Block Grant (CDBG). This document describes potential socioeconomic impacts of the proposed project (Build Alternative) and the No Build Alternative and recommends mitigation measures to reduce potential adverse impacts.

1.2 Project Purpose and Need

Many children live in the residential areas throughout Clearlake Oaks (Figure 2). All of these kids filter out of the surrounding neighborhoods and out onto State Highway 20 east and west of East Lake Elementary School. The existing pedestrian amenities on State Highway 20 are inadequate for providing safe travel route for school children and bicycle traffic. There is currently no street lighting and only a striped edge line separating pedestrians and cyclists from high speed traffic. The SRTS and CDBG project plan makes recommendations for sidewalks, bike lanes, street lighting, and other safety improvements to the shoulder and crosswalks that currently provide access along and across State Highway 20. These improvements will also create more of a "downtown" feel, which in turn may encourage businesses to develop in the area.

1.3 Proposed Project (Build Alternative)

The Clearlake Oaks SRTS and CDBG project proposes to enhance a section of State Highway 20 and Foothill Boulevard (CR 208M) to provide safe pedestrian walkways, bike lanes and decorative streetlights at intersections for East Lake Elementary School students (Figure 3). Improvements on the south side of Highway 20 will begin at Oak Grove Avenue and continue to Keys Boulevard for 4,400 feet. On the north side of Highway 20, improvements will commence at Foothill Boulevard and extend to the High Valley Road intersection for 2,100 feet. Improvements will extend along 600 feet of Foothill Boulevard from the intersection of Foothill Boulevard and Highway 20 to Oak Street. The total length of improvements is expected to be approximately 5,000 feet. The existing bridge across Schindler Creek will not be affected. Figure 3 provides the typical sections of the proposed improvements.

Traffic Calming Measures: Proposed traffic calming measures include new curbs, gutters, sidewalks, bike lanes, traffic lanes, pavement resurfacing, striping, bulb outs, landscaped areas, and new and improved lighting and traffic signage.

Figure 1. Safe Routes to Schools and Community Development Block Grant Area

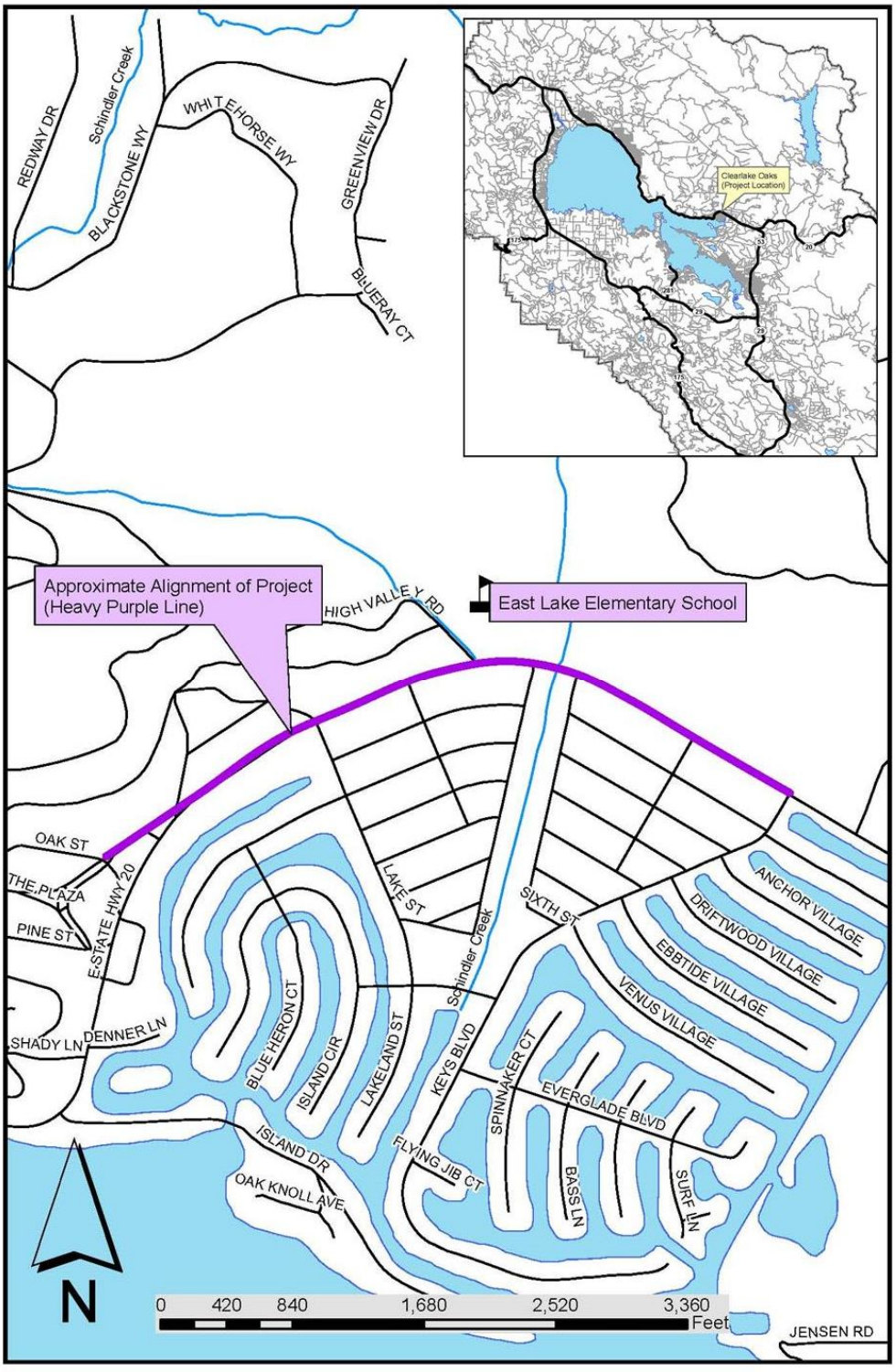


Figure 2. General Plan Designations

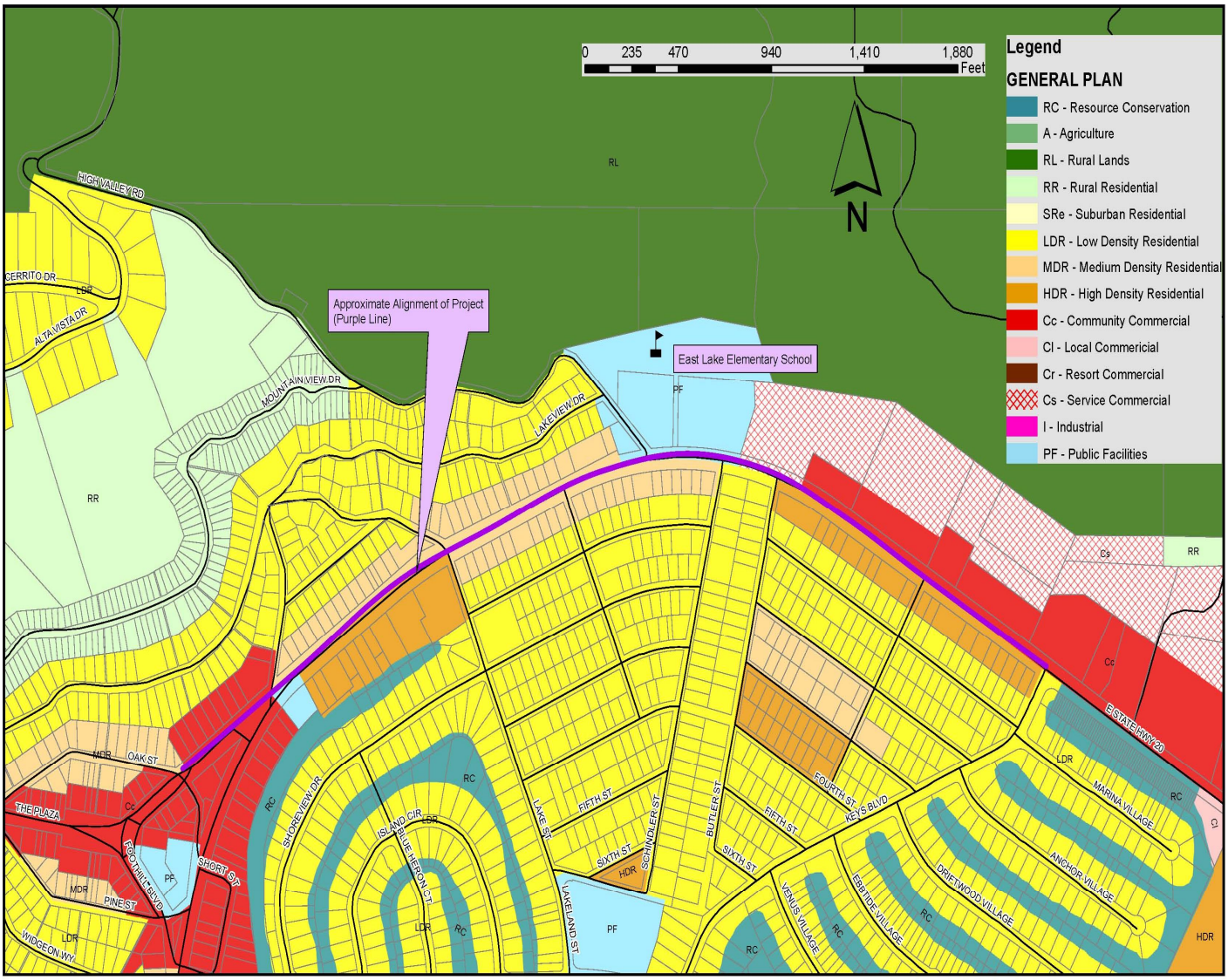
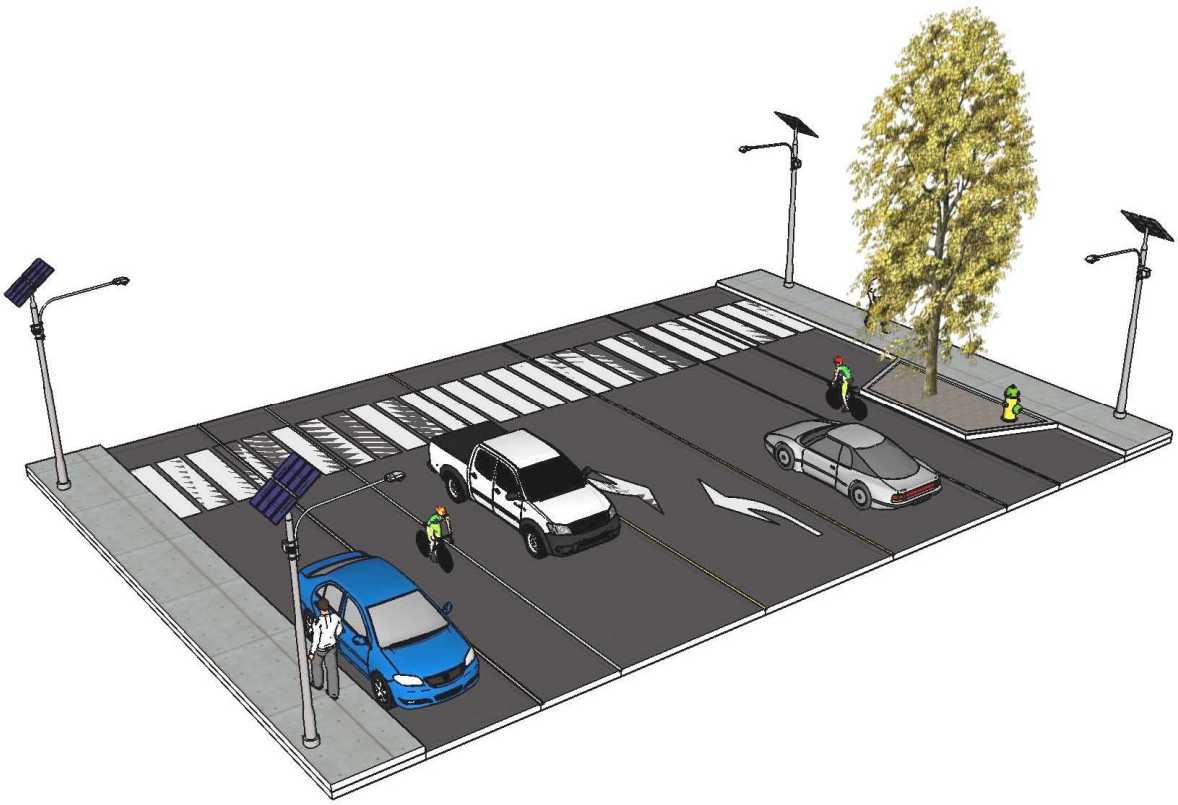


Figure 3. Typical Improvements



Bulb outs will provide traffic calming, tree protection, and blind zone protection. The addition of bike and parking lanes, as well as sidewalks, will result in the road width appearing narrower, which eliminates the illusion of open, high-speed passage. Intersection geometry will be modified for safer turning onto and off of the highway.

New signs will warn pedestrians of oncoming traffic, as well as warning vehicles of the potential presence of bicycles and pedestrians, including school zone crossings. Illuminated crosswalks are planned, which will include sensors warning pedestrians of approaching vehicles, and warning vehicles of the presence of pedestrians.

A median is not planned between travel lanes because of the expenses involved in building and maintenance. Caltrans has determined that raised medians cause unsafe driving conditions. Additionally, a hardscape (paved) median would potentially be used as an unintended pedestrian walkway, putting pedestrians in greater danger of being struck by a vehicle.

Construction. The project will maintain two-way traffic at all time by utilizing the existing turn lane as a temporary travel lane. The project would require temporary lane closures during construction that could cause slight delays and additional queuing of vehicle traffic, public transit, and bicyclists, as well as temporary parking reductions. Only one travel lane would be closed at any given time, with the existing turn lane used as a travel lane. The closed lane would be available to emergency vehicles; no delay to emergency vehicles is anticipated. Use of the turn lane as a travel lane will reduce traffic delays. Temporary traffic control devices such as signs and cones would manage traffic during lane closure.

Non-motorized access to businesses and residences along the project alignment would be maintained at all times during construction. Construction activities could result in the temporary closure of driveways to vehicular traffic for two to three days to allow curing of fresh sidewalk and driveway approach pavement. Foot traffic will be maintained at all times.

Staging areas will be located within public Right-of-Way (ROW) along the length of the project area.

Utilities. Fire hydrants and above-ground utility line joint poles will be relocated along both sides of the roadway to accommodate a new six-foot wide sidewalk throughout the project and comply with American with Disabilities Act (ADA) requirements. Some utility box covers will be adjusted to match the new grade.

To minimize disturbance to native ground, the project proposes solar lighting to avoid trenching for conduit. The new solar lighting will be strategically located at intersections between Butler Street and Oak Street. Lighting was selected to illuminate pedestrian pathways with minimal impact on vehicle traffic and residences.

Roadside Drainage. To minimize impacts in possible archaeological sites, the project includes minimal underground drainage improvements. The runoff will be routed within a system of above-ground drainage, including roadside swales, ditches, curbs and gutters.

Existing drainage will be adjusted to accommodate runoff. A hydrology and hydraulic study has been prepared for the project.

Earthwork. The project will not involve significant slope cutting, and the maximum vertical depth of the disturbance is not expected to exceed 2.5 feet with the exception of some storm drain trenching. Earthwork for project would consist mostly of structural fill to contour the parking lanes to the elevation of the sidewalks. The project consists of two new retaining walls (350 feet and 592 feet in length), for which excavation will be required for the footing. The excavation will be limited to a depth of 2.5 feet. Solar Lights have been selected for the project to eliminate trenching for service lines. A standalone foundation, approximately 5 feet in depth and 1 foot in diameter will be excavated for each pole.

Right-of-Way Acquisition. The proposed improvements will be constructed within the existing ROW. The existing County and Caltrans ROW corridor is approximately 80 to 100 feet wide and varies slightly in width from parcel to parcel along the route. A ROW acquisition may be required at one intersection along the project to improve safety at the intersection.

Project Schedule. Technical studies, field surveys and preliminary design are completed. Environmental studies and permitting are scheduled for completion in 2014. Right-of-way acquisition, and final design would be completed in 2015 and Construction would be commenced in 2016.

1.4 No Build Alternative

Under the No Build Alternative, the proposed project would not be constructed. Highway 20 would remain in its current condition without sidewalks, bicycle lanes or lighting. Although this alternative would not result in immediate socioeconomic impacts, it would not improve pedestrian walking conditions, bicycle access or safety, most notably for school children attending East Lake Elementary School but also for the Clearlake Oaks community. This project alternative would not meet the project need.

1.5 Project Status

An archaeological record search and field investigation has been completed for this project. A Natural Environmental Survey has also been completed, including a biological and botanical survey and wetland delineation. An Initial Site Assessment for Hazardous Material has been completed.

The project will be further reviewed for environmental impacts in accordance with the California Environmental Quality Act (CEQA). Additionally, the project team will prepare a Location Hydraulic Flood Plain Study and an Archaeological Phase II Study. This Community Impact Assessment will be considered final only after a public review period.

The preliminary improvement plan has been prepared for the project. A construction plan will be prepared upon completion of the environmental reviews listed above.

1.6 Study Area

The Study Area consists of the community of Clearlake Oaks. For purposes of this analysis the Study Area encompasses the boundaries of the Clearlake Oaks Census Designated Place as defined by the United States Census Bureau. Specific emphasis in this study is placed on those businesses and residences directly adjacent to the Project Area (Figures 1 and 2).

2.0 Affected Environment

This section describes the land use characteristics, social and economic conditions in the Study Area and surrounding region, including existing land use patterns, development trends, relevant plans and policies, population and demographic data, community service facilities, attitudes toward the proposed project, regional economy, employment and income and fiscal conditions. This description of the affected environment is based primarily on information from the U.S. Census Bureau, the Lake County General Plan and other local planning documents, and the County annual budget. Data generally includes information on the Community of Clearlake Oaks, Lake County and the State of California.

2.1 Land Use Characteristics

2.1.1 Existing Land Use Patterns

Lake County: Lake County is predominately a rural county; slightly less than half of land within the County is publically held. The federal government manages most of the public lands in the County, primarily as part of the Mendocino National Forest (378,613 acres) and a number of large tracts of land operated by the Bureau of Land Management (BLM). The State of California owns 16,336 acres, Lake County owns 4,894 acres, and the Yolo County Flood Control and Water District owns 3,496 acres (Lake County 2008a). See Table 1 for a summary of land uses in Lake County.

Table 1. Lake County Existing Land Use Summary

Land Use Category	Acreage	Percentage of Total
Public Lands	357,712	44.59%
Rural	305,124	38.04%
Residential	17,520	2.18%
Agriculture	52,398	6.53%
Resource Conservation	64,652	8.06%
Resorts	2,546	0.32%
Commercial	1,706	0.21%
Industrial	540	0.07%
Total	**802,198**	**100%**

Source: Lake County Information Technology, August 2013

Clearlake Oaks: The primary land use in the community of Clearlake Oaks is residential; more than three-quarters of lands within the community area of Clearlake Oaks contain residential land use designations. State Highway 20 traverses through the community

with most commercial establishments located along this corridor. The downtown center is located primarily around the Plaza and Nylander Park with a market, restaurants, a gas station, lodging, real estate offices, and other general services. Additional commercial services are also present along the north side of the highway at the eastern end of Clearlake Oaks. Both of these commercial centers serve as anchors to the proposed project. East Lake Elementary School is centered in the middle of town. Most residential neighborhoods are located less than a ½ mile from State Highway 20. Clear Lake makes up the southern boundary of the community, with a number of resorts located along the lakefront.

Project Alignment: The primary land uses along the project alignment are a mix of commercial and residential. Mainly commercial uses at both the west and east ends of the project with mainly residential uses with a scattering of commercial uses intermixed with these residential uses along the highway frontage. Most commercial uses are retail service oriented with the exception of the Mediacom office and service yard near the southeastern project end. Other notable uses along the project corridor include a fire department, Caltrans service yard, Clearlake Oaks Water Company, PG&E substations and post office.

2.1.2 Agricultural Resources

The Farmland Mapping and Monitoring Program (FMMP) (California Department of Conservation 2013) produces maps and statistical data used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. Prime Farmland is defined by the California Department of Conservation and the U.S. National Resource Conservation Service (NRCS) as land that has the best combination of physical and chemical characteristics for producing agricultural crops and may include land currently used as cropland, pastureland, rangeland, or forestland. Prime Farmland does not include land that is already or committed to urban development.

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use (California Department of Conservation 2008). In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Local governments receive an annual subvention of forgone property tax revenues from the state via the Open Space Subvention Act of 1971.

Lake County: Agricultural lands are a major contributor to the economic base and beauty of Lake County. The County's agricultural potential is largely determined by the availability of soils with few natural limitations on their use, but also depends on topography, availability of water, climate, market conditions, and the technical expertise of the grower. An Agricultural Census is conducted by the United States Department of Agriculture every five years. The most recent published results are from the 2007 census. These results show that Lake County contained 845 farms totaling 124,199 acres. According to this survey, the average farm size in the County was 147 acres. The

average market value of a farm in Lake County in 2007 was $72,310 (USDA 2007). Farms in Lake County are used primarily for wine grape production; orchard crops, such as pears and walnuts; and nursery production (Lake County Department of Agriculture 2013). See Table 2-B for a complete list of agricultural products in the County, and accompanying revenue for 2012.

Table 2. Lake County Agricultural Products and Revenue in 2012

Agricultural Product	Acreage	Revenue
Grapes, Wine	8,156	$47,879,568
Pears	2,130	$24,128,000
Walnuts	3,291	$6,534,400
Nursery Production	38	$1,443,295
Livestock Production	-	$2,390,555
Field and Seed Crops	92,639	$1,872,340
Vegetable Crops	30	$344,182
Livestock and Poultry	-	$149,321
Forest Products	-	$7,900
All Other		$92,850
TOTAL		**$84,842,411**

Source: Lake County Department of Agriculture 2013

Clearlake Oaks: According to the FMMP, the community of Clearlake Oaks is classified as Urban and Built Up, and contains no agricultural lands (California Department of Conservation 2013). Just north of the community situated in a valley above town is the High Valley Viticultural Area. The 14,000-acre High Valley viticultural area became a federally-recognized appellation in 2005. High Valley is approximately 8.5 miles east-to-west and 3 miles north-to-south with elevations between 1,600 and about 3,000 feet above sea level (Lake County 2009).

Project Area: There are no properties within the Study Area with active agricultural operations. An active vineyard operation does exist directly adjacent to the project area to the east, 13600 and 13700 East State Highway 20 (APN 006-510-29 & 30). These properties will not be affected by the proposed improvements.

2.1.3 Relevant Plans and Policies

The relevant planning documents for the Study Area include the Lake County General Plan (2008), Shoreline Communities Area Plan (2009), Lake County SRTS Plan (2009), Lake County Regional Blueprint Plan (2010), Transportation Master Plan (2009), Regional Transportation Bikeway Plan (2011), and the Highway 20 Traffic Calming and Beautification Plan (2005). The relevant goals and policies contained in each of these documents are summarized below.

Lake County General Plan (Lake County 2008). The affected project area spans a mix of land use types. Community Commercial land use designations are located at both ends

of the proposed project with a mix of Medium and High Density Residential designated lands stretching along the existing State Highway 20 corridor. Existing uses are mainly single-family homes and some legal non-conforming commercial uses in addition to East Lake Elementary School, a Caltrans equipment yard and PG&E substation, all currently designated as Public Facilities by the Lake County General Plan. The most relevant goals and policies contained in the Lake County General Plan are listed below:

- *Policy LU-1.1, Smart Growth*: The County shall promote the principles of smart growth, including:
  - creating walkable neighborhoods;
  - mixing land uses;
  - directing growth toward existing communities;
  - taking advantage of compact building design;
  - discouraging sprawl;
  - encouraging infill
  - preserving unique historical, cultural and natural resources;
  - preserving open space; and,
  - creating a range of housing opportunities and choices.

- *Policy LU-2.1, Available Infrastructure*: The County shall encourage residential growth to locate in existing urban areas where infrastructure is available and capacity is sufficient. The County shall ensure that development does not occur unless adequate infrastructure capacity is available for that area.

- *Policy LU-2.2, Encourage Infill Development*: The County shall encourage infill development within community growth boundaries where public services such as water and sewer systems, schools, and roads already exist and capacity is sufficient.

- *Policy LU-7.6, Gateways / Entrypoints*: The County shall identify key entry points on the edges of the communities and support programs and projects that enhance gateways and transitional zones between communities to make each community more distinct and inviting for residents and visitors.

- *Policy LU-7.11, Pedestrian and Bicycle-Friendly Streets*: The County shall encourage new streets to be designed and constructed to not only accommodate traffic, but also serve as comfortable pedestrian environments. These should include, but not be limited to:
  - Street tree planting adjacent to curb and between the street and sidewalk to provide a buffer between the pedestrian and the automobile, where appropriate;
  - Minimum curb cuts along streets;
  - Sidewalks on both sides of streets, bicycle lanes where feasible; and,
  - Traffic calming devices such as roundabouts, bulbouts at intersections, traffic tables, etc.

- *Policy LU-7.14, Streetscape Continuity*: The County shall ensure that streetscape elements (e.g., street signs, trees, and furniture) maintain a visual continuity, and follow a common image for each community in the county.

- *Goal T-1*: To provide and plan for a unified, coordinated, and cost-efficient countywide road and highway system that ensures safety, maintains adequate levels of service, and the efficient movement of people and goods.

- *Policy T-1.1, Provision of Adequate Road Network*: The County shall establish a road network (see Figure 6-1) to accommodate projected growth in traffic volume resulting from residential development, commercial and tourism expansion, and geothermal activity and other industrial development.

- *Policy T-1.2, Compliance with County Road Standards*: Roads should be improved and constructed to the design standards recommended by the County Department of Public Works, as shown in Table 6-1, Lake County Road Design and Construction Standards. Road design standards shall be based on the American Association of State Highway and Transportation Officials (AASHTO) standards, and supplemented by California Department of Transportation (Caltrans) and County standards.

- *Policy T-1.4, Conformance with Regional Transportation Plan*: The County should continue to upgrade the road system to reduce traffic accidents, improve circulation, and maintain its physical condition, in conformance with the priorities and recommendations established in the Regional Transportation Plan.

- *Policy T-1.10, Construction Methods*: The County shall utilize road construction methods that seek to reduce air, water, and noise pollution associated with road and highway development.

- *Policy T-1.11, Protection of Scenic Corridors*: Develop and maintain roads and highways in a manner that protects natural and scenic resources.

- *Goal T-2*: To support the development of a safe and efficient public transportation system in order to reduce congestion, provide a convenient alternative to the private automobile and to meet the needs of residents and visitors.

- *Policy T-4.1, Consider Non-Motorized Transportation Modes in Planning and Development*: The County should consider incorporating facilities for non-motorized users, such as bike routes and pedestrian improvements, when constructing or improving transportation facilities and when reviewing new development proposals. For subdivisions with a density of one or more dwelling units per acre, these facilities will be required.

- *Policy T-4.3, Design Standards for Bicycle Routes*: Design standards for the development, maintenance and improvement of bicycle routes should follow the standards adopted by Caltrans, and shall avoid naturally occurring asbestos or be adequately surfaced and maintained with non-asbestos material.

- Po*licy T-4.5, Minimize Conflict*: The County shall construct and maintain bicycle routes and trails in a manner that minimizes conflicts between bicyclists, pedestrians, and equestrian users with automobiles and private property rights.

- *Policy HS-3.3, Transportation and Air Quality*: To reduce the number of vehicle trips and miles traveled, residential development should be in close proximity to places of shopping, play, and employment. Where feasible walking and bicycle trails, and cluster development should be considered.

Shoreline Communities Area Plan (Lake County 2009). This is a regional planning document focusing upon the communities along the Northshore of Clear Lake, including Clearlake Oaks. The Shoreline Communities Area Plan is a guide for long-term growth and development for the unincorporated communities that make up the Northshore of Clear Lake and is a complement to the Lake County General Plan. The plan provides adequate land use allocations to meet the communities needs while also protecting natural resources. The plan includes five special study areas, three of which lie adjacent to the proposed project area: The Plaza, Short Street and the East Clearlake Oaks Commercial District. Policies and objectives specific to the Clearlake Oaks SRTS and CDBG Project are as follows:

- *Policy 5.1.1c*—Pedestrian, bicycle and vehicular circulation should be improved in downtown commercial areas to facilitate local shopping.

- *Policy 5.3.1e*—Maintain cooperative relationships between the County and the State to provide specific safety and aesthetic improvements on the highways.

- *Policy 5.3.1f*—Investigate existing problems with walking/bicycling conditions in the Shoreline neighborhoods. Implement needed safety measures to make the communities more "walkable".

- *Objective 5.3.4*—Provide "Complete Streets". (Adequate public access for motor vehicles, bicycles and pedestrians to public roadways).

- *Policy 5.3.4a*—Provide a safe network for pedestrian and bicycle facilities. Develop bikeway facilities in accordance with the Lake County Regional Bikeway Plan. Separate facilities should be provided where conditions warrant.

- *Policy 5.3.4c*—Arterials and Rural Minor Collectors serving the planning area should be constructed with sufficient shoulder width to accommodate pedestrian and bicycle use.

- *Policy 5.*3.4d—Pursue funding to eliminate gaps in the existing sidewalk/pathway network and upgrade other pedestrian facilities within the communities to improve pedestrian safety. Initial priorities should be to facilities along Highway 20, along school routes and facilities that link residential areas within community centers.

- *Policy 5.4.6a*—The County should work with the Lucerne and Konocti Unified School Districts to plan for future growth, as needed.

- *Policy 5.*4.8—Coordinate intergovernmental consultation among the County and local agencies and special districts regarding the planning of public service improvements to be consistent with the Shoreline Communities Area Plan.

Lake County Safe Routes to School Plan (Lake County/City Area Plan Council [APC] 2009). This plan serves as a guiding document for public agencies in Lake County to improve walking and bicycling conditions around schools. The plan presents school specific recommendations, which includes a summary of existing conditions, planned improvements and cost estimates for recommended improvements.

An examination of existing conditions for East Lake Elementary School, within this plan, shows that many children live in the surrounding residential areas throughout Clearlake Oaks. All of these kids filter out of the surrounding neighborhoods and out onto State Highway 20 prior to getting to East Lake Elementary School. The existing pedestrian amenities on State Highway 20 are inadequate at providing safe walking and biking facilities for school children with only a striped shoulder separating pedestrians from high speed traffic. The plan makes recommendations for sidewalk and bike lanes and improvements to existing crosswalks providing access across State Highway 20 as well as improved school drop-off/pick-up circulation patterns at the school site.

The Plan also includes a Toolbox which includes a number of suggestions to be taken into consideration when designing a SRTS Project:

- *A.5.1, Guiding Principles for Applying Engineering Solutions:*
  - *School Specific Infrastructure is a Prerequisite for Walking and Bicycling to School*—The physical environment often determines if a student walks or bicycles to school. Many parents cite the lack of sidewalks as a reason they do not allow their children walk or bicycle to school. California SR2S grant funding pays for infrastructure improvement within two miles of a school.
  - *Relationships are Everything*—The placement of infrastructure improvements will determine their effectiveness. For example, students will typically use a sidewalk that directly accesses school more than a sidewalk separated from the school by a parking lot. Another relationship to consider is the students' origin in relationship to the school. The most comfortable walking and bicycling to school routes are those that avoid busy streets and intersections. Walking audits can identify these routes.
  - *Focus on Low-Cost, Easy to Implement Solutions First*—Effective improvements can be low cost, easy to implement and build momentum for more intensive projects. For example, signing and striping do not cost a lot but build awareness of walking and bicycling students and shows parents that the City or County prioritizes the safety of students. With these simple projects on the ground, community interest may increase to start more intensive projects.
  - *Engineering Treatment are Matched on the Type of Problem*—Improvements should be effective in increasing the safety of students walking and bicycling to school and not built for alternative reasons.

- *A.5.2, Identifying Problem Areas*—When considering engineering measures, it is best to identify the problem first, and then use accepted engineering practices to develop an appropriate solution. Traffic engineering analysis reveals that unnecessary control measures tend to lessen the respect for those controls that are needed. Effective traffic control can best be obtained through the uniform application of realistic policies, practices, and guidelines developed through properly conducted engineering studies. A decision to use a particular device at a particular location should be made on the basis of an engineering and/or traffic survey.

- *A.5.3, Updating School Signage and Striping*—The Manual on Uniform Traffic Control Devices (MUTCD) and the California supplement provide guidance on the use of school area signs and markings. The latest California supplement to the MUTCD was released in 2006.

- *A.5.4 Linear Facility Construction*—Linear facilities connect origins and destinations. This plan recommends two linear facility types, sidewalks and Class I multiuse paths, constructed to Caltrans Highway Design Manual standards. These standards are four foot widths for sidewalks and at least eight foot widths for paved Class I paths.

Lake County Regional Blueprint Plan (Lake APC 2010). This plan combines transportation and land use long-range planning efforts into a 20-year regional plan. It is a grass-roots effort, based on extensive citizen and stakeholder planning, and provides a regional vision of the community's vision for the future of Lake County. The Blueprint vision for Lake County 2030 includes improving the quality of life for all residents, focusing on public safety; as well as attaining elements of a sustainable lifestyle, including less driving and more walking and biking. To this end, a transportation principal includes paving roads and adding sidewalks, pedestrian lighting, and bike lanes.

Transportation Master Plan (Lake County Department of Public Works [DPW] 2009). Federal funding provides for transportation enhancements including sidewalk, pedestrian, and bicycle facilities. Although the project is not included in the County's capital improvement plan, the County has applied for, and will continue to pursue, funding through the state's competitive Safe Routes To School grant program.

Regional Transportation Bikeway Plan (Dow & Associates 2011). This plan provides maps and descriptions of locations of existing and proposed schools, bikeways, bicycle facilities, and other land use and settlement patterns. A description of bikeway classifications is also included. Objectives and policies are included to meet the goal of providing safe, adequate and connected facilities and routes for bicycle travel within and between the communities of Lake County, particularly:

- *Objective 1*. Design and rehabilitate roads to safely accommodate all users, including motorists, bicyclists, pedestrians, transit riders, children, older people, and disabled people.
    - *Policy 1.2*. Pursue funding for bicycle projects in coordination with state and local agencies.

- *Objective 2.* Develop bicycle facilities in accordance with the Lake County Regional Transportation Plan (RTP), the Countywide SRTS Plan and the Lake County 2030 Regional Blueprint Plan.
  - *Policy 2.3.* Incorporate bicycle lanes, routes, and bicycle signs and markings in coordination with road maintenance and improvement projects.
  - *Policy 2.5.* Fill gaps in existing, and proposed bicycle routes.

- *Objective* 3. Develop and improve access and connectivity between pedestrian, bicycle and transit facilities and employment, commercial, residential and recreational areas (destinations).
  - *Policy 3.2.* Coordinate with planning agencies, redevelopment agencies and project developers to incorporate pedestrian, bicycle and transit facilities into commercial and residential projects to improve access and connectivity.
  - *Policy 3.3.* Coordinate with other agencies and organizations to pursue funding for planning, designing and/or constructing bicycle and pedestrian improvements and facilities.

Highway 20 Traffic Calming and Beautification Plan (Lake APC 2005). The Traffic Calming and Beautification Plan is a conceptual plan that was developed to facilitate and encourage improvements that help realize the community's vision for the Highway 20 Corridor. The Plan focuses on improving the overall appearance as well as establishing a strong mix of traffic calming measures to create a more pedestrian friendly "main street" feeling than a thoroughfare. The document describes calming and beautification options, funding sources, and results of public outreach efforts.

2.2 Population and Housing

2.2.1 Regional Characteristics

Population. From 2000 to 2010, the population of Lake County increased from 58,309 to 64,665 representing a 10.9% increase, whereas the population in Clearlake Oaks over the same time period shrank from 2,402 in 2000 to 2,359 in 2010, a decrease of 1.7% (United States Census Bureau 2013). Population growth in Lake County is primarily a function of migration as opposed to birth and death rates. Despite the population decline over the past ten years the Shoreline Communities Area Plan projects the population in Clearlake Oaks to increase at an average annual rate of 2% with projected populations of 3,569 in 2020 and 4,351 in 2030 (Lake County 2009).

Demographics. The 2010 census shows that an even split between males and females exists countywide and within the community of Clearlake Oaks. In comparison to the State of California as a whole, Lake County and the community of Clearlake Oaks have older populations. 42.6% of the County and 52.5% of the community of Clearlake Oaks is over the age of 50 (United States Census Bureau 2013).

As of 2010, the majority of Lake County (63.3%) and the community of Clearlake Oaks (76.1%) residents were White/Caucasian of non-Hispanic origin (Table 3). Residents of Hispanic/Latino origin were the second largest group, comprising 17.1% and 10.0% of Lake County and Clearlake Oaks, respectively.

Table 3. Race and Ethnicity in Lake County and Clearlake Oaks

	Lake County*	Clearlake Oaks**
White/Caucasian (Non-Hispanic)	63.3%	76.1%
Hispanic/Latino Origin	17.1%	10.0%
African American	1.9%	2.0%
Asian	1.1%	1.1%
American Indian & Alaskan Native	3.2%	2.7%
Native Hawaiian & Pacific Islander	0.2%	0.2%

Source: United States Census Bureau 2013

*Lake County data is based on a population of 64,665

**Clearlake Oaks data includes population figures from Lucerne and Clearlake Oaks of 6,830

Housing. According to the 2010 Census, 26,548 housing units were located in Lake County, with 1,178 units in the community of Clearlake Oaks. The majority of housing units were single family houses, with an average of 2.44 and 2.00 persons per household in the County and Clearlake Oaks community, respectively. An average of 65.8 % of county residents own their homes compared to 69.9% of residents of the community of Clearlake Oaks (United States Census Bureau 2013). For the period of January 2012 thru December 2013 the median sale price for a home in Lake County was $125,000, approximately $30,000 more than the median home price of homes in Clearlake Oaks (Lake County Association of Realtors 2014).

2.2.2 Attitudes Toward the Project

A Clearlake Oaks Town Hall meeting was held on October 15, 2010. Approximately 80 to 100 people were in attendance. The Lake County Public Works Department presented the preliminary plans at the meeting and gave a brief description of the project to the audience. The public indicated overwhelming support of the project. There was no written feedback nor any concerns expressed about the project. Some citizens had questions about their driveways (width, length, number of driveways affected, etc.). A representative of the Public Works Department explained to them that the County has to follow the Caltrans standards for driveway design. Congressman Mike Thompson also addressed the community at this meeting.

2.3 Community Facilities and Services

Community facilities and services located within the Study Area are shown in Figure 4 and described below. Community facilities and services typically include schools, fire stations, medical institutions, and parks and recreational facilities. The entire project is centered on East Lake Elementary school. The western boundary of the project is Foothill Blvd, just east of Nylander Park.

2.3.1 Police and Fire Protection

Police and Emergency Services. The Lake County Sheriff's Office is located in Lakeport. A substation for the Northshore communities which includes the project area is located in Lucerne, approximately 10 miles from East Lake Elementary School. An additional Sheriff substation is located in Lower Lake, primarily geared toward serving

the South County area is located approximately 10 miles to the south of East Lake Elementary School. As of 2007, the Lake County Sheriff Department had 162 personnel, including 55 sworn officers (Lake County 2014).

Fire Protection. Six fire districts and the California Department of Forestry (CALFIRE) provide fire protection services throughout the County (CDF; Lake County 2008b). The Study Area is in the Northshore Fire Protection District which encompasses over 350 square miles and responds to emergencies in Blue Lakes, Upper Lake, Nice, Lucerne, Glenhaven, Clearlake Oaks and Spring Valley. A fully-staffed substation is located within the Study Area at 12655 East State Highway 20 in Clearlake Oaks, approximately one-half mile from East Lake Elementary School. The entire Study Area is classified as a Local Responsibility Area (LRA) because fires and fire hazards are managed locally, as opposed to a State Responsibility Area (SRA) as managed by CAL FIRE.

2.3.2 Educational Facilities

Schools. Lake County has a total of seven school districts, including 47 public schools (Lake County Office of Education 2013). The Study Area is served by the Konocti Unified School District with children grades K-8 served by East Lake Elementary School, and grades 9-12 attending Lower Lake High School, located approximately 10 miles to the south of the Study Area in the community of Lower Lake.

East Lake Elementary School is the only school located within the Study Area and serves Kindergarten through 8th grade students. There were approximately 224 students enrolled at East Lake Elementary School in the 2011-12 school year (Lake County Office of Education 2013).

The Study Area is located within the Yuba Community College District, which operates a satellite campus in the City of Clearlake, geared toward serving the Lake County area. The University of California maintains a cooperative extension in Lake County in the city of Lakeport, approximately 25 miles from the Study Area, with programs related to agriculture, viticulture, and forestry (University of California Cooperative Extension 2013). The Mendocino College Lake Center is also located in Lakeport (Mendocino College 2013). In Lucerne, approximately 10 miles from the Study Area, Marymount California University opened the Lakeside Campus in 2013 (Marymount College 2014).

Libraries. Lake County provides and maintains four regional libraries. The main library is located in Lakeport with regional branches located in the City of Clearlake and the communities of Upper Lake and Middletown. There are no libraries located directly within the Study Area, the nearest location is the Redbud Community Library located in Clearlake approximately 7 miles to the south. (Lake County 2009).

Museums. Lake County offers two museums, the Historic Courthouse Museum in the City of Lakeport and the Historic School House Museum in the community of Lower Lake, both specializing in local historic information and containing displays on Native Americans, pioneer artifacts, mineral & geological and extensive photograph collections. No museums are located within the Study Area.

2.3.3 Parks and Recreational Facilities

Lake County has over 10,000 acres of parks and public lands, and 500 square miles of waterways that are managed by various government entities (Lake County 2008b). Clear Lake is California's second largest freshwater lake and offers recreational activities including fishing, motor boating, sailing, swimming, para-sailing and water-skiing. The lake consists of 43,000 surface acres of freshwater, with approximately 60 access points to the water and approximately 10 public boat ramps (Konocti Regional Trails 2013).

The County currently maintains three parks in the Clealake Oaks community area which includes the project Study Area. Clearlake Oaks Beach is a one acre parcel located on the waterfront on Island Drive, less than a mile west of the Study Area. It has public restrooms and a picnic area. Clearlake Oaks Boat Launch is on of the few areas that has public lake access, with a pier, boat launch, and swimming area and is adjacent to Clark's Island, a former mobile home park recently converted back to natural habitat on the lake's edge. The County also maintains Triangle Park which makes up the western boundary of this project together with Nylander Park and the Clearlake Oaks Plaza—containing picnic areas, footpaths, children's playground and public restrooms all conveniently located adjacent to the downtown community center of Clearlake Oaks. The recently renovated plaza contains a number of pedestrian amenities and community gathering areas (Lake County 2009).

2.3.4 Utilities

Public Water. The Clearlake Oaks County Water District provides 1,715 water connections to the community of Clearlake Oaks, serving over 3,400 people, The water company utilizes water from Clear Lake with the capability of treating 850 gallons per minute (GPM), though the average intake is approximately 450 GPM. The company has seven tanks on six sites with a total storage capacity of 850,000 gallons of potable water (Lake County 2009).

Wastewater Disposal. The Clearlake Oaks County Water District operates a wastewater treatment plant in the community of Clearlake Oaks. The wastewater treatment facility was connected in 2001 to the Geysers pipeline as part of the Basin 2000 project, where treated effluent from around Lake County is pumped to the geothermal steamfields in the southern part of the County and injected into geysers to generate steam which is converted to electricity. This was done through the construction of a 3 ½ mile pipeline and one pump station to the Southeast Regional Treatment Plant effluent storage reservoir in Clearlake before being pumped into the geysers steamfield.

Prior to connection into the Basin 2000 project the Clearlake Oaks County Water District was operating under connection moratorium issued by the State prohibiting new sewer connections due to substantial inflow and infiltration problems which resulted in discharges of treated effluent into Clear Lake. The District continues to repair local pipeline systems to correct inflow and infiltration problems (Lake County 2009).

Stormwater. As additional development has occurred over the years, impervious surfacing has increased and older drainage facilities are no longer large enough to handle increased runoff. Unfortunately, improvements to these facilities have been piecemeal,

often resulting from improvements required of private developers for specific projects. Information on locations and capacities of existing drainage facilities is sparse. Stormwater drainage controls within the community of Clearlake Oaks are disconnected and inadequate to meet peak storm flows (Lake County 2009). Although not a primary purpose of the proposed project, included drainage improvements including curb, gutter and sidewalk associated with this project will assist in improving stormwater management within the Study Area.

Solid Waste. South Lake Refuse provides curbside pickup of solid waste, yard waste and single stream recycling to the community of Clearlake Oaks, including the entire project Study Area. There is one landfill within the County, located east of the City of Clearlake. The landfill site is projected to have landfill capacity through the year 2019 Lake County 2009).

Electricity, Natural Gas, Telephone & Internet Services. Electricity is provided by Pacific Gas and Electric. No natural gas pipelines exist within the entire County of Lake. A number of local propane distributers provide natural gas to individual customers. Numerous telephone and internet service providers provide telecommunication services to the Study Area, including cable internet services by Mediacom. Relocation of some joint poles that service one or more utility (electricity, telephone, and/or internet) will be required.

2.3.5 Transportation and Circulation

At the bend in the Highway there is a Caltrans maintenance yard adjacent to the East Lake Elementary School. On the lake side of the Highway, Butler and Schindler Streets are close together with a creek between them. While the bend is fairly gradual it does cause some sight distance concerns at an area where young children cross the street. High Valley Road is adjacent to East Lake Elementary School and provides the access for parents to pick up and drop off their children. The acute angle at which High Valley meets Highway 20 creates an awkward intersection that restricts site distance. The active uses located along High Valley Road cause a higher level of traffic along this road. With four roads/driveways along this bend, children crossing during school hours, visual cues and other traffic calming measures would be a benefit in this area. (Hwy 20 Calming and Beautification Plan)

2.4 Economic Impacts

2.4.1 Regional Economy

Lake County's economy is based largely on tourism and recreation, with ready access to several lakes and accompanying recreational areas. According to the California Travel and Tourism Commission, visitors to Lake County spent an estimated $143.0 million in Lake County on accommodations, retail goods, food and beverages, recreation activities, and other business services in 2011. This economic activity supported an estimated 2,080 jobs in 2011, and generated approximately $1.7 million in local (city and County) tax revenue (Dean Runyan Associates 2013). Other significant industries in Lake County include geothermal power generation and supply, wineries, fruit farming and explosives manufacturing (Gallo 2007).

2.4.2 Employment and Income

On average, Lake County residents have less income, higher poverty, higher unemployment rates, and fewer people in the labor force (i.e., number of people of working age, not retired or in school) than California as a whole. As of June 2013, the labor force of Lake County was 25,540 people, or approximately 39 percent of the population. The number of employed people in June 2013 in Lake County was 22,480, and the unemployment rate was 12.5 percent (compared to 9.3 percent state-wide). As of June 2013, the largest portion of Lake County residents within the workforce are employed by the government (16.2 percent); trade, transportation and utilities (10.5 percent); education and health services (9.0 percent); leisure and hospitality (4.3 percent); agriculture (6.1 percent); and professional and business services (2.3 percent). Other employment industries in Lake County include natural resources, mining and construction; financial activities; manufacturing; and information (California Employment Development Department 2013). Between 2007 and 2011, the median household income in Lake County was $39,525 and the average per capita personal income was $22,238. Approximately 21.4 percent of the population of Lake County was below the federal poverty line (United States Census Bureau 2013).

2.4.3 Tax Revenues

Lake County is highly dependent on its property tax base for discretionary revenues. Aside from intergovernmental revenues, which primarily fund State-mandated costs and/or are beyond the County's control, the property tax is the largest single revenue source, and provides up to ten times as much revenue as the sales tax (Lake County Auditor-Controller 2013). The property tax has a number of limitations that affect the amount of revenue the County receives to pay for local services. Under the rules established by Proposition 13, assessed values for property can only rise two percent per year unless the property is resold or otherwise improved. This means that much of the property tax base is held to a rate of increase well below the typical annual increase in the cost of providing services. Due to the Proposition 13 limitation, the property tax is much more effective as a funding source in areas that experience significant real estate and development activity. The vast majority of property taxes are derived from residential property (URS and Mintier & Associates 2003).

Sales tax receipts are another important source of discretionary revenue in Lake County. Nearly half of all taxable transactions occur in the County's two incorporated cities. The County only receives the portion of sales tax revenue that is generated in unincorporated communities, while the cities of Clearlake and Lakeport receive the local share of sales tax revenue from transactions that occur within their jurisdictions (URS and Mintier & Associates 2003).

Each kind of land use affects County revenues and costs differently. Residential development adds to property tax revenues while local purchases generate sales taxes. However, the resident population is also the source for most of the service costs borne by the County. In most jurisdictions throughout California, the housing base has a direct negative fiscal impact on local government finances, which must be offset by business development. Retail commercial businesses are very important to the County because

they are the direct source of sales tax revenues: the County's second largest source of discretionary revenue. As a consequence, the County must have retail establishments within its jurisdiction. Lodging and visitor-oriented recreation facilities also provide a significant, direct fiscal benefit to the County by attracting visitor spending. Industrial and office-based businesses contribute to the property tax base and are also a major source of the use tax as well as a small amount of sales taxes. However, they make their most important contribution by providing higher paid, steady employment for residents. This income fuels the locally-based sales tax revenues (URS and Mintier & Associates 2003).

3.0 Environmental Consequences and Mitigation

3.1 Land Use and Acquisition Impacts

3.1.1 Right-of-Way Acquisitions

State and federal constitutions recognize the need for public agencies to purchase private property for public use, and provide appropriate safeguards to accomplish this purpose. State and federal constitutions and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, authorize the purchase of private property for public use and assure full protection for the rights of each citizen. A ROW acquisition may be required at one intersection along the project. Affected property owners would be fully compensated for ROW acquisitions and for any loss of market value to their remaining property in accordance with applicable federal and state regulations, excluding any ROW "dedications" in use or development permits (see Section 3.5, Avoidance and Minimization Measures).

3.1.2 Agricultural Impacts

There are no properties within the Study Area with active agricultural operations. An active vineyard operation does exist directly adjacent to the project area to the east, 13600 and 13700 East State Highway 20 (APN 006-510-29 & 30). These properties will not be affected by the proposed improvements. The project would not affect agricultural soils or productivity according to NRCS thresholds.

3.1.3 Consistency with Plans and Policies

The proposed project would not change the County land use or zoning designations in the Study Area, and is compatible with existing land uses along the project alignment. The proposed project would facilitate access to the school along the project alignment by improving traffic flow, and providing bike lanes and sidewalks for non-motorized transportation.

The proposed project is consistent with the goals and policies contained in the Lake County General Plan (Lake County 2008), which promotes maintenance of traffic flow and level of service on roadways, roadway safety, and provision and improvements of bicycle and pedestrian facilities (see Section 2.1.3, Relevant Plans and Policies).

The County general plan also contains goals and policies to protect the human and natural environment, including reduction of natural hazards and hazardous materials, noise

reduction and minimization, protection of air and water quality and reduction of greenhouse gas emissions, energy conservation and waste reduction, protection of biological, cultural and visual resources, and maintenance of community facilities and services. A number of technical studies, including this Community Impact Assessment, have been prepared for the proposed project and contain recommendations to minimize any harmful impacts of the proposed project on the human or natural environment. Adherence to the recommendations in these technical studies will ensure that the proposed project will be consistent with the relevant goals and polices protecting the human and natural environment. An environmental document will also be prepared for the proposed project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), which will include all the recommended minimization measures from the various technical studies.

3.1.4 Population Growth Inducement

The project is proposed to accommodate existing projected increases in traffic and provide safety for students on their way to and from school. The project will not cause substantial population growth outside that projected by local and regional planning documents. No new housing, businesses or population increases would directly result from the proposed project. The project alignment is in an existing highway in a residential and commercial area with no farmland, and no land along the project alignment would be rezoned to allow for additional growth.

The purpose of the proposed project is to provide safety for students on their way to and from school. The Year 2012 Average Daily Traffic (ADT) was 5,900 vehicles on Highway 20.

3.2 Social Impacts

3.2.1 Neighborhood Disruptions

Community Cohesion. Community cohesion is the degree to which residents have a "sense of belonging" to their neighborhood, a level of commitment that residents have toward the community, or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time. The proposed project would not result in the relocation of any businesses or residences, and would not physically divide an established community. Therefore, the proposed project is not expected to adversely impact community cohesion.

Noise. There are no significant operational noise effects to sensitive receptors anticipated along the project alignment and no significant adverse effects related to construction noise with incorporation of County standards to control noise. Project construction will adhere to the County standards for noise control.

Air Quality. Serpentine soils are not located along the project alignment. Construction-related airborne dust and particulate matter could create a nuisance to the local community. The Initial Site Assessment that was performed for the proposed project contains recommendations to mitigate the hazards of dust and particulates to the local community and construction workers. Implementation of these recommendations, and

adherence to Lake County Air Quality Management District guidelines for construction dust would prevent neighborhood disruptions related to air quality.

3.2.2 Environmental Justice

Title VI of the Civil Rights Act of 1964 requires no person, because of race, color, religion, national origin, sex, age, or handicap be excluded from participation in, denied benefits of, or be subjected to discrimination by any federal aid activity. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, issued in February 1994, broadens this requirement to require disproportionately high and adverse health or environmental impacts to minority and low income populations be avoided or minimized to the extent feasible. The Americans with Disabilities Act of 1990 (ADA) extends the protection of the 1964 Civil Rights Act to the disabled, prohibiting discrimination in public accommodations and transportation and other services.

The proposed project would not result in residential or commercial displacements, and therefore, property relocations are not required. The purpose of the project is to improve public safety. The project improvements would not have a disproportionately high and adverse effect on minority populations.

The proposed project is not expected to disproportionately affect any segment of Lake County population below the poverty line. The only businesses and residences directly affected by project improvements are those immediately adjacent to the project alignment or component features. As described above, the proposed project would not require any business or residence relocations, and business owners and residents would be fully compensated in accordance with applicable federal and state laws for any loss in property frontage (see Section 3.1.1, Right-of-Way Acquisitions).

3.2.3 Community Facility and Service Impacts

The proposed project would not cause any adverse operational impacts to community facilities and services. Project operation would positively impact community facilities and services by improving and expanding pedestrian and bicycle pathways to schools, parks, and other community facilities in the project vicinity.

3.2.4 Access and Circulation Impacts

Temporary Lane Closures. The proposed project would require temporary lane closures during construction that could cause slight delays and additional queuing of vehicle traffic, public transit and bicyclists, as well as temporary parking reductions. Construction will maintain two-way traffic at all times. The closed lane would be available to emergency vehicles; no delay to emergency vehicles is anticipated. Traffic would be managed during the temporary lane closures via two-way traffic control with the use of traffic signs and cones. The community impacts associated with the temporary lane closures and other construction-related activities include the following:

- Emergency vehicles would be expedited through the construction zone, and emergency service providers would be informed of the project so they can choose alternate routes as needed.

- Bicyclists would have to share a vehicle lane at times during construction.

- Parking would be temporarily reduced in certain sections along the project alignment during the time that those sections are active work zones.

- Schools and other community facilities may experience slight delays in access for traffic coming from the project alignment.

All impacts related to lane closures would cease after project completion.

Access to Businesses and Residences. Non-motorized access to businesses and residences along the project alignment would be maintained at all times during construction. Construction activities could result in the temporary closure of driveways to vehicular traffic for two to three days to allow curing of fresh pavement. Foot traffic will be maintained at all times. Access to businesses and residences would be maintained following completion of the project. New access driveways would be constructed and existing signs and planters would be relocated as necessary.

3.2.5 Parking Impacts

There will be on-street parking after project completion on the areas shown on the construction plans. The existing on-street parking may be used to accommodate the proposed bicycle lanes; however, a dedicated parking lane is planned along the project alignment in specific areas as shown in the project plans.

3.3 Economic Impacts

3.3.1 Property Value and Tax Revenue Effects

A ROW acquisition may be required at one intersection along the project. The affected property would not likely have a significant change in value or reduction in property taxes. If there is any decline in property value, property owner(s) would be fully compensated in accordance with applicable federal and state laws (see Section 3.5, Avoidance and Minimization Measures), and property taxes adjusted accordingly.

When businesses cease to function or overall business sales decrease, the local and state jurisdictions lose sales tax revenues. A direct loss of annual sales tax revenues as a result of the proposed project is not expected since business relocations are not required. Any loss of business during construction from delays in access and circulation is expected to be off-set by local spending during construction (see Section 3.3.2, Construction Impacts). Consequently, project implementation should not cause a decline in annual sales tax revenues to the County.

3.3.2 Construction Impacts

Construction activities that could affect business operations would primarily include delays on the project alignment during construction due to temporary lane closures and construction staging areas. The delays could impede vehicular access on the project alignment. Irrespective of the delays, travelers along the project alignment would ultimately enter into the community, and engage in business activities presumably with little or no effect.

Construction would have a beneficial impact on the local community by creating construction revenues. The direct effect is the income from construction jobs and local purchase of construction materials. The indirect effect is the additional business activity that would be generated in the regional economy by the initial construction expenditure, such as local spending by construction labor. Material purchases and associated spending by construction labor and contractors would generate temporary employment and revenues for both local and regional economies.

Public contracting law requires that the County select the lowest responsible bid for project construction; therefore, the selected contractor may not be a Lake County-based firm. However, the selected contractor may hire local subcontractors and casual day labor, and purchase materials and supplies locally. Out-of-town contractors would probably temporarily reside in Lake County, and engage in local commerce.

3.4 Cumulative Impacts

The preceding portions of the Environmental Consequences and Mitigations Section describe potential direct and indirect effects that could occur as a result of constructing the proposed project. Federal regulations implementing NEPA require that the cumulative impacts of the proposed project also be assessed. A cumulative impact is defined by the Council on Environmental Quality as an "impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions" (40 CFR 1508.7).

Cumulative impacts were identified by comparing the potential impacts of the proposed project and other past, current, or proposed projects in the area to establish whether, in the aggregate, they could result in significant community impacts. Other future actions anticipated at this time are summarized below.

Transportation Projects. Below is a list of proposed transportation improvement projects in Lake County listed in the *Lake County 2012 Regional Transportation Improvement Program* (RTIP; Lake APC 2011). The RTIP is created in support of the State Transportation Improvement Program (STIP) and identifies priority projects to be implemented during the upcoming two-year year time period. Of the proposed projects listed below, only the East Lake Elementary Sidewalk Project is in the Study Area, and none of the proposed transportation improvement projects connect to the project alignment.

- *Cole Creek Bridge Replacement on Soda Bay Road:* Replace bridge to accommodate flood flows, improve safety, and meet traffic demand.

- *Saint Helena Bridge Replacement on Hildebrand Road:* Replace bridge to improve safety and meet traffic demand.

- *Manning Creek Bridge Replacement on Ackley Road:* Replace bridge to improve safety.

- *Manning Creek Bridge Replacement on Mathews Road:* Replace bridge to improve safety.

- *Anderson Creek Bridge Replacement on Foard Road:* Replace bridge to improve safety.

- *Highland Creek Bridge Replacement on Highland Springs Road:* Replace bridge to improve safety.

- *Clover Creek Bridge Replacement on Arbor North Road:* Replace bridge to improve safety.

- *Cooper Creek Bridge Replacement on Witter Springs Road:* Replace bridge to improve safety.

- *Clayton Creek Bridge Replacement on Clayton Creek Road:* Replace bridge to improve safety.

- *Middle Creek Bridge Rehabilitation on Rancheria Road:* Rehabilitate bridge to improve safety.

- *Robinson Creek Bridge Rehabilitation on Mockingbird Lane:* Rehabilitate bridge to improve safety.

- *Harbin Creek Bridge Rehabilitation on Harbin Springs Road:* Rehabilitate bridge to improve safety and meet traffic demand.

- *Countywide Rehabilitation Project:* Rehabilitate roadway at various locations throughout the County.

- *Bridge Arbor Bikeway Project:* Provide bicycle route and bicycle/pedestrian bridge over Middle Creek.

- *East Lake Sidewalk Project:* Provide sidewalk where none currently exists along route to school in Clearlake Oaks.

Non-transportation Projects. The major proposed developments in Lake County (i.e., Anderson Springs Wastewater Collection System, Paradise Valley Ranch, Valley Oaks

Planned Development) are not within the Study Area, although Paradise Valley Ranch is located within 10 miles of Clearlake Oaks.

Discussion of Cumulative Impacts. All of the identified transportation projects in Lake County are upgrades to existing facilities to improve safety and traffic flow, upgrade transit service, and provide pedestrian and bicycle facilities. None of the projects would have large-scale adverse impacts on the human or natural environment, cause significant noise or pollution, or induce substantial growth. The net cumulative impacts of the proposed project and these other proposed projects would be largely beneficial to the community, improving traffic flow, safety, transit, bicycle and pedestrian facilities.

The non-transportation projects were proposed independently of the proposed project and are not the result of growth inducement caused by the proposed project. These proposed projects are not expected to result in any operational cumulative impacts when combined with the proposed project.

If one or more of these proposed projects are constructed at the same time as the proposed project, there could be short-term cumulative impacts related to construction dust and noise or release of hazardous materials. However, none of the other proposed projects are along the project alignment or within the Study Area; all of the proposed projects would be required to implement Best Management Practices (BMPs) and avoidance measures to protect air quality and water quality and minimize noise; and not all of the proposed projects would be constructed at the same time. Therefore, adverse construction-related cumulative impacts are not anticipated.

3.5 Avoidance and Minimization Measures

Implementation of the following measures would reduce or eliminate the impacts due to property acquisitions for the proposed project:

- All affected business owners and residents will be fully compensated for the ROW acquisitions in accordance with applicable Federal and State ROW acquisition laws. The compensation will be at a fair market value, except for properties that have public ROW "dedications" as part of a use permit or development permit. Properties with "dedications" will be compensated at fair market value for any additional ROW acquisition that is not part of previous dedications. Fair market value corresponds to the value the property would have if sold privately on the open market. Compensation will also be provided for any loss of market value to the remainder of the property.

- Compensation will be based on an evaluation performed by a licensed State appraiser. California law provides that the property owner will receive a copy of the appraisal or a summary of the valuation upon which the offer of compensation is based.

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